

Just as we thought, when we began to make a historic march towards the civil rights of all Americans for health care reform, we begin to hear noises, wrong noises, about how much we're spending. Well, I will tell you what we're doing, because we're not ashamed of addressing the concerns of Americans: \$100 billion a year to fix a \$2 trillion problem; the fact that Texas children are uninsured, they will be able to be insured as other children around America.

Sixty years Americans have been waiting and waiting and waiting for health care reform. Family costs are going up \$1,800 a year. How many Americans want to continue that? And every single President, including Candidate McCain, wanted health care reform.

We're doing it the right way. We're going to provide for primary care doctors. We're going to invest \$1 in fighting for it and save \$1.75.

I want you to know this, Mr. and Mrs. America, we're going to take the big step, not for ourselves but for you. Health care reform, not yesterday but today and forever, because America needs it, and they need it now.

HEALTH CARE

(Mr. TIM MURPHY of Pennsylvania asked and was given permission to address the House for 1 minute.)

Mr. TIM MURPHY of Pennsylvania. Madam Speaker, as work begins today on the 1,000-page and \$1 trillion health care bill, the Congressional Budget Office provided Members with some troubling points yesterday.

For example, supporters of this plan argue it's necessary to bring down costs. We need to do that. However, the CBO admitted that the public plan would have essentially no impact on the long-term growth of health care costs, the legislation's purported goal.

A few other issues: the \$1 trillion score was not produced on the actual bill, but a summary provided days before the text was introduced. And more questions.

What impact will the health care bill and its taxes have on job losses? What will the big tax increase do to small business? What is the cost of the government plan? And what happens if it doesn't let private plans play by the same rules?

Let's make sure we don't replace the bureaucracy of insurance with barriers, burdens, and bureaucracy of government. Neither one is good medicine. Real reform is good medicine. Let's do it right. Let's take the time to work together as a team and solve this problem once and for all.

SURFACE TRANSPORTATION REAUTHORIZATION

(Mr. SIRES asked and was given permission to address the House for 1 minute.)

Mr. SIRES. Madam Speaker, currently, highway connections are wors-

ening, ports are clogged, rail lines are plagued with choke points, and our communities are suffering with increased congestion, ever-worsening air pollution, and a struggling economy. We must act now to address these critical infrastructure issues and bring aid to our communities.

Our communities are struggling right now, not only with an inefficient and underperforming transportation system, but also with high unemployment rates and a sluggish economy.

The Surface Transportation Authorization Act produced by Chairman OBERSTAR is a bold step forward on transportation policy that will address our aging infrastructure and create or sustain 6 million family-wage jobs.

We need to continue the work we did with the Recovery Act and move forward with this legislation now to boost the economy, aid our communities, and transform our transportation system.

MEDIA IGNORE PRESIDENT'S DISAPPROVAL RATING

(Mr. SMITH of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SMITH of Texas. Madam Speaker, a recent Washington Post editorial listed among President Obama's assets "a steady affection from a large majority of the country." The national media frequently claim that the President is overwhelmingly popular.

A new poll by Rasmussen tells a different story. The poll shows that just 28 percent of voters strongly approve of the way that the President is doing his job. Thirty-six percent strongly disapprove, giving President Obama an approval index rating of a negative 8 percent. And that's before the American people find out about his plans to ration health care.

A negative approval rating is hardly steady affection from a large majority of the country. The national media should tell Americans the whole story, not tell them what to think.

SUPPORTIVE OF THE IDEAS CONTAINED IN THE HEALTH CARE REFORM LEGISLATION

(Mr. KAGEN asked and was given permission to address the House for 1 minute.)

Mr. KAGEN. Madam Speaker, I rise this morning to strongly support the ideas contained within our health care reform legislation.

The idea is very simple. It's about equality. It's about no discrimination against any citizen due to preexisting medical conditions. And isn't it about time? You know, it was a little over 50 years ago that this Congress in a bipartisan way guaranteed the equality at the lunch counter; and now working together we're going to guarantee that every citizen has equality at the pharmacy counter, at the physician's office, and at the hospitals that they need to

go to to guarantee the health that they require just to survive.

This is our time in Congress to work together to fashion a health care system that works for everybody, not just those who were chosen at the top of the feeding chain.

I stand in support of health care reform that is meaningful, that guarantees no discrimination against any citizen anywhere in this land.

ECONOMIC IMPACT OF HIGHWAY INVESTMENT

(Mr. BROWN of South Carolina asked and was given permission to address the House for 1 minute.)

Mr. BROWN of South Carolina. Madam Speaker, the unemployment rate in South Carolina is over 12 percent. This is the third worst in the Nation, but only \$400,000 in stimulus highway dollars have been spent. Instead of creating jobs, red tape is slowing projects down and forcing millions to be spent on painting road lines and pouring sidewalks, instead of going towards job-creating jobs like I-73.

Infrastructure investment is a proven job creator, but instead of workers constructing miles of new and badly needed highways, we have miles of red tape.

And we are at risk of seeing even more job losses as the Obama administration and the Senate stand against a new highway bill. Instead of setting a path of 6 years of needed investment in highways and transit, the other body and President Obama want us to wait another 18 months. They want us to go down the same path as the last highway bill, where 12 extensions led to hundreds of millions of dollars in reduced investments and tens of thousands of jobs lost.

Madam Speaker, we can do better. We must move forward with a new highway bill, but we also must ensure that we give States the tools they need to cut through the red tape preventing these dollars from creating jobs and building new infrastructure.

NOW IS THE TIME TO ACT ON HEALTH CARE REFORM

(Ms. SCHWARTZ asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. SCHWARTZ. The introduction of health care reform legislation marks tremendous progress toward meaningful health care reform for all Americans. As a member of the Committee on Ways and Means and a centrist Democrat, I worked to ensure that this legislation is built on American assets of innovation, competition, private-public choices, and shared responsibility.

I authored core provisions to increase access to primary care and strengthen consumer protections in the private market, both of which are key to improving the quality, efficiency, and reducing the cost of care, while improving health outcomes.